



FIG. 1

ABNORMALITY CODE	
UO1	MALFUNCTION IN CAN COMMUNICATION
UO2	MALFUNCTION IN CAN COMMUNICATION WITH STEERING ANGLE SENSOR
UO3	MALFUNCTION IN CAN COMMUNICATION WITH YAW RATE SENSOR
CO1	MALFUNCTION IN STEERING ANGLE SESOR
CO2	MALFUNCTION IN YAW RATE SESOR

FIG. 2

RESISTANCE VALUE	ABNORMALITY PORTION
120Ω	(1) DISCONNECTION OF CAN BUS MAIN LINE
0Ω	(1) SHORT CIRCUIT OF CAN BUS MAIN LINE (2) (3) (4) SHORT CIRCUIT OF BRANCH LINE, ECU OR SENSORS
∞	(3) DISCONNECTION OF BRANCH LINE OF DIAGNOSIS TESTER CONNECTION CONNECTOR
60Ω	NORMAL STATE OF CAN BUS MAIN LINE (2) (4) DISCONNECTION OF CAN BUS MAIN LINE OR FAILURE OF ECU OR SENSORS

RESISTANCE VALUE MEASUREMENT BETWEEN CAN-H AND CAN-L OF CONNECTOR

CONNECTOR OF VEHICLE



FIG. 3

RELATIONSHIP BETWEEN RESISTNCE VALUE OF
CAN BUS MAIN LINE AND ABNORMALITY CODES

O DIAGNOSIS TROUBLE CODE IS OUTPUT
x DIAGNOSIS TROUBLE CODE IS NOT OUTPUT

RESISTANCE VALUE	DIAGNOSIS TROUBLE CODE		ABNORMALITY PORTION
120Ω	U01	O	(1)
	U02	O	(1)
	U03	O	(1)
0Ω	U01	O	<ul style="list-style-type: none"> IDENTIFICATION OF SHORT CIRCUIT PORTION BY REMOVING EACH SENSOR AND ECU DIAGNOSIS TROUBLE CODE INCLUDING U01, U02 AND U03 IS OUTPUT
	U02		
	U03		
∞	U01	x	(3)
	U02	x	(3)
	U03	x	(3)
60Ω	U01	x	—
	U02	O	(2)
	U03	O	(4)

FIG.4